

Public Sale of Dairy Cattle

We will sell at public auction at the ROUND BARN FARM
2 1/2 miles south of Adrian, Mo., on White Band Road

Tuesday, September 1st, 1914

Beginning at 11:00 o'clock a. m.

40 Head Jersey Cattle

Consisting of cows giving milk, dry cows, 2 year old heifers, yearling heifers, heifer calves and two young bulls ready for service. All young HOME-GROWN STUFF which must be seen to be appreciated. If you need milk stock attend this sale. Write for list giving age, breeding dates etc.

TERMS:—A credit of nine months time will be given with interest at the rate of 6% from date, purchaser to give bankable note. 2% discount for cash.

JOHN SPEER and J. R. BAUM

COL. C. E. ROBBINS, Auctioneers.

GRANT WOLF, Clerk.

History of Panama Canal Project

Washington, D. C., Aug. 15.—The opening of the Panama Canal crowns a series of more than a score of interesting points in the history of the isthmus. As briefly told, they are:

First Crossing the Isthmus—By Balboa, who, September 25, 1513, found himself gazing upon the Pacific ocean after 23 days' journey on foot.

First Ships to Cross the Isthmus—In 1514 Balboa and his men carried two small ships, peacefully, across the isthmus, intending to use them for further exploration in the Pacific.

First Settlement of Old Panama in 1517 to become known later for a time as the richest city in the world.

First Regular Traffic Across Isthmus—The spoils of conquest sent back to Spain from Peru, which became so heavy, that highways paved with stone were laid for the pack trains.

First Thought of a Canal—Credited to Savadera, a Spanish engineer, one of Balboa's followers, who was about to forward his plans to King Charles V of Spain when the latter died.

First Official Decision on Canal Project—By King Phillip II, in 1620, adversely after referring the matter to the Dominican friars. The latter, desiring to obey the King's orders, but unable to report intelligently, suggested that the project was sacrilegious. They quoted from the Bible: "What God hath joined together, let no man put asunder." Accordingly the project was put on the shelf for three centuries.

First British Interest—In latter part of seventeenth century, when the expedition launched by William Peterson, founder of the Bank of England, attempted to found a community on

the Isthmus of Darien, south of the present Panama, with the ultimate intention of establishing a transisthmian route. The plan proved an utter failure. Many other British surveys followed in later years.

First Decision to Build—In 1814, just 100 years ago, the Spanish government by decree entered upon the construction of an Isthmian canal, but the idea was blocked because the Central American colonies succeeded in throwing off the Spanish yoke.

First French Interests—Came in 1825, when President Bolivar of the Republic of New Grenada gave a franchise for a canal at Panama, to a Frenchman, Baron Thierry, who failed to raise the required capital.

First Action by the United States—In 1835, as the result of a resolution introduced in the Senate by Henry Clay, Charles Biddle was sent by President Jackson to visit the isthmus and report on the various routes proposed.

First Railroad Built—From 1849 to 1855, more than half as long a time as has been taken to build the present canal. Fever killed so many thousands that it was said a laborer was buried under every sleeper on the Panama road.

First Actual Canal Building Begun—In 1878 the Universal Inter-oceanic Canal Company incorporated in Paris by Ferdinand de Lesseps, who had built the Suez Canal.

First Failure—In 1887 the impossibility of digging a sea-level canal within the estimated twelve years and at the estimated cost of \$240,000,000 became apparent. More than \$260,000,000 had been spent. The company went into bankruptcy.

First Work on a Lock Canal—Was taken up by the New Panama Canal Company in 1894, which ceased operations after five years' work.

First Digging by Americans—May 4, 1904, they taking over the rights and property of the French Canal Company, and obtaining necessary concessions from the Republic of Panama.

First Boat of Any Kind to Make Transisthmian Passage—A nameless mud scow of the Panama Railroad, which passed from the Pacific entrance to Culeba Cut in November, 1913, and was sent to the Atlantic entrance in December, 1913.

First Vessel to Steam Through the Canal—The crane boat, Alexander La Valley, an old French boat of 1,200 tons, which passed from the Atlantic to the Pacific January 7, 1914.

Coming Events.

Sheldon's Old Settler's Picnic—August 27-29.

Vernon County Fair—Sept. 1-4.

Adrian Street Fair—Sept. 2-4.

Bates County Fair—Sept. 8-11.

Hume Stock Show—Sept. 17.

Pleasanton Stock Show—September 20-24.

State Fair—Sept. 25 to Oct. 2.

The Causes of Many Wars.

Opinions may differ as to whether the dispute which led to the present conflagration in Europe was sufficient to justify the loss of blood and treasure which, it is feared, will be expended, but it is certain that many great wars in history have resulted from much more trivial causes. The dogs of war have been let loose and continents deluged with blood frequently as the result of amazingly insignificant incidents.

A man may start an incipient riot in his own home by appearing unannounced with a clean shave after having worn a luxuriant hirsute adornment for years, but ordinarily the trouble does not go beyond his own door. Louis VII, of France was less fortunate. A visit to the royal barber plunged two nations—France and England—into intermittent warfare which lasted 300 years.

According to the story, the Archbishop of Rouen persuaded the King to remove his beard, in common with his subjects. The act led to so much friction with the Queen that at last Louis divorced her, to become a few months later the wife of Henry II. of England. From this marriage centuries of bloodshed may be said to have followed.

In an iron case in the tower of the Cathedral in Modena, Italy, a bucket which 900 years ago was the cause of a terrible war may be seen today. Soldiers of Modena in a mischievous mood stole the bucket from a public well in Bologna and refused to return it. The States were rivals and were jealous of each other and fights between soldiers of the two followed.

The spark kindled the fire of war which devastated a large part of Europe and led to the imprisonment for life of the King of Sardinia, son of the German Emperor.

A broken teapot 250 years ago started a war in China, which cost half a million lives. The teapot was the cherished possession of a dignitary high in favor with the Emperor. When traveling through a lawless province in the northwest of China some of his retinue who had fallen behind the main body were intercepted by a band of robbers, and among the spoils the teapot was found and contemptuously thrown on the ground and broken. The mandarin reported his loss to the Emperor, a force of soldiers was sent out, and a long and terrible war ensued.

Lord Palmerson once said that only three men had ever known the exact nature of the troubles in Schleswig-Holstein which led to two great wars. Two of them had died before the wars broke out, and he, the third of the trinity, had completely forgotten what it was all about.

The manipulation by Count Bismarck, then Prussia's Foreign Minister, of a telegram set Prussia and France flying at each other's throat in 1870. The French Ambassador went to Ems, where Emperor William I. then was, to ask him not to approve the ambition of Prince Leopold to become the King of Spain.

The King refused to give a definite answer, but Prince Anthony of Hohenzollern withdrew his son's candidacy. A report of the conference was submitted by telegram to Count Bismarck with authorization to publish it. Bismarck altered the text, and in the changed form gave it to the newspapers and through them to France. As Bismarck wrote it the report was unfavorable to France, and the international war with all its horrors followed. Years later Bismarck confessed the forgery.

The war of the Spanish succession, in which the great Duke of Marlborough played a brilliant part, was said to be the out come of a glass of water at a ball at the Tuilleries in Paris. One of the court ladies had expressed a wish for a drink of water in the hearing of the British and Spanish Ambassadors, who hastened to get it for her.

Returning each with a tumbler they found the fair bird had flown and was dancing with a French statesman. The English diplomat accidentally, it is presumed, brushed against the Spaniard and upset the glass he was carrying. This ridiculous incident inflamed the jealousies of the nations and turned the balance in favor of war.

The Seven Years war was largely due, according to his own confession, to the vanity of Frederick the Great, in wanting to see his name figure largely in the gazettes.

The Sepoys believed that cartridges served out to them were greased with the fat of animals sacred alike to Hindu and Mohammedan, and the Indian Mutiny was precipitated.

The Turkish Revolution was said to have been caused by

LIVE STOCK SALE

I will sell at public sale at my place 1 mile southwest of
• FOSTER, MO.

Tuesday, Aug. 25, 1914

335 Head of Live Stock

35 Head of Cattle 8 good 3 year old Shorthorn cows with calves by side; four 3 year old Shorthorn cows to be fresh soon; 7 good Jersey cows all young and giving milk; 2 Jersey heifers; 8 good Shorthorn calves.

300 Head of Hogs 30 brood sows with pigs at feet; 160 shoats weighing from 50 to 150 lb. These hogs are all thrifty and in good condition.

TERMS:—A credit of 10 months time will be given on bankable note to bear 8% interest from date. 2% discount for cash.

Sale to commence at 10 o'clock, a. m.

Ladies Aid Society of the Christian church will serve lunch.

JOE T. SMITH

COL. C. E. ROBBINS, Auctioneer

JESSE DOOLITTLE, Clerk

with which a Herzegovian blacksmith killed a tax collector who had insulted his daughter.

The stealing of a Castile lady's lace petticoat by a Moor led to many years of fierce warfare between the Spaniards and the Moors. The emptying of a bucket of a Florentine citizen on the head of a Milanese gave rise to an interprovincial war in Italy.

Borrowing a tobacco pipe and failing to return it kindled a civil war which lasted for years among the rival races in Pamirs and Afghanistan. A dispute as to the relative attractions of snails and vipers as food started 50 years of fighting between Milan and Pisa.—New St. Louis Star.

George W. Holland

Brief mention was made in these columns last week with reference to the death of the above named well known and highly esteemed citizen of Appleton City—a man who had resided in this community and city for far more than the average life time and whom to know was to respect and esteem in the highest sense. The writer esteems himself fortunate indeed in having had familiar acquaintance with many men of exalted character, yet if he were required at this time to name the best in a great many respects from the most honorable among his acquaintance, good and noble, living and departed, he could not pause in designating George W. Holland.

While we realize to the fullest extent our inability to add in our feeble words anything to the esteem in which the deceased was held by a large circle of friends in this and other states, yet we feel in our heart a deep desire to attempt at least to pay a little tribute to his memory.

The admirableness of Mr. Holland's character was conspicuously shown in his daily life, in every business transaction and in every social intercourse, characterized in every way by the strictest fairness and that high degree of sincerity that won for him the esteem of every one with whom he came in contact. He had a heart without guile, a mind capable of grappling complicating business problems and meeting the adversities of life, a conscience so active that he despised a wrong, regardless of what advantage in a business way, because it was contemptible and unworthy. None was kinder hearted and that kindness made him duly considerate of the rights and feelings of his fellowmen.

Mr. Holland's death marks the passing of another of the highly honorable pioneers who contributed so much to the upbuilding and development of this immediate section of country and to give it an honored and well deserved good name abroad as a community of highly cultured and God fearing people. He was a self made man in the full meaning of the term and the high degree of success from a financial standpoint, as well as in a moral and every other way, attained were the legitimate fruits of such a life and when the grim messenger came, Mr. Holland surrendered in the same manly and courageous way in which he had ever fought his battles. No man died upon this man was ever beloved to the extent that he was loved by the community he was a part of. The writer feels it a privilege to have known him.

community in which he lived.

The very large assembly of sympathizing friends who attended the funeral, many prominent men coming from neighboring towns, was the greatest attestation to the esteem in which Mr. Holland was held by the people, that could be made. His sudden death is deplored by all, while his memory is a rich legacy to his family and to the community in which he lived and by his life so greatly honored.

George W. Holland was born March 3, 1840, in South Union, Logan county, Ky., and died in Appleton City, July 31, 1914. He was united in marriage with Miss Medora E. Johnson, of Danvers, Ill., April 11, 1867, after which they resided at that place for four years, coming to Missouri in the fall of 1871. They lived on the fine farm a few miles northwest of Appleton City until February, 1911, at which time, owing to ripening years and desiring to be in a position to enjoy life without so many responsibilities and hard work, Mr. and Mrs. Holland became residents of this city.

erecting one of the finest and most modern homes that now ornament our town and in which the death angel so recently came for the head of the family. Mr. Holland united with the Cumberland Presbyterian church when a very young man and lived a consistent Christian life. Three children came to bless the home of these excellent people, all of whom are living: Frank Holland, a prominent stockman and farmer near Butler and the Democratic nominee for County Clerk of Bates County; Miles Holland, a well known business man of Appleton City, and Mrs. Gertie Williams, a most estimable and popular lady of the city.—C. C. H. in Appleton City Journal.

Mrs. George Moles Dead

Mrs. George Moles, aged 32 years, died at her home near Mt. Olivette church Saturday, August 15, 1914, as the result of an attack of heart trouble. Funeral services were held at the residence Monday and interment made in Crescent Hill cemetery.

The Terrible European War

Has already caused sharp advance in all imports, and it is only fair to assume that it will soon be felt in the leather market—cattle are higher than ever known, and the available supply less—rubber has already advanced 30 to 35% and all markets unsettled; however, I have on hands a big supply of A No. 1 leather in rolls, as well as an immense stock of Home Made Harness fully completed, that I will continue to sell at the same old ONE PRICE TO ALL. My 40 years business before you and my first class workmen, absolutely guarantees, good, honest goods, at the very lowest possible price.

In addition to my heavy harness, in light driving harness I have every kind and pattern to be found; a splendid line of Stock and Spring Seat Saddles, bridles, halters, whips, etc. Collars of all kinds and sizes, coil and lariar rope, wagon sheets and bows, cotton gloves, sole leather, rubber heels for men's and women's shoes, salves and liniments, oils and greases.

Fly nets, covers and dusters, harness novelties of all description.

I will oil your harness for you for One Dollar, or I will trade you a new set for your old ones, so be sure to come and see me for anything in harness or for the horse.

N. B. McFarland

Fifty Years Prove That

CLOVER BRAND FERTILIZERS

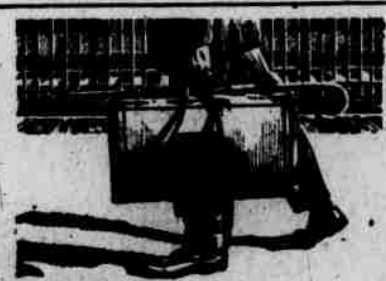
are best

Blood Bone Tankage

You can raise two bushels of wheat where you only raised one.

Get our report.

J. B. McFarland



Take a

Kodak

with you.

The Kodak has become the inseparable companion of almost every traveler or vacationist—it's half the pleasure.

No matter what you want in the Kodak line, we have it.

Kodaks \$6.00 and up
Brownies—\$1 to \$12

SMITH'S

Best and Safest Store.